

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 5:48 AM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 171 Const Calendar Day: 790 Date: 07-Nov-2011 Monday

Inspector Name: Wright, Doug Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 07:00 AM 04:00 PM Break: 00:30 Over Time: 00:00

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: 10-Nov-11 Status: Approved

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather**

Temperature 7 AM 12 PM 4PM

Precipitation Condition

Working Day ☒ If no, explain:**Diary:**

Dispute

**Cable Prep Work**

Work near the Tower saddle to prepare for PWS hauling:

- Tony Costa's crew was working the entire shift near the Tower saddle.
- The crew was setting the back-span winches for the PWS floating system on the top of the temporary erection tower.
- Also, misc tools and equipment were being hoisted to the top of the Tower with the Favco crane.

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I accompanied Warren Collins and Roman Granados on a walk-through of the Tower saddle. We discussed some of the details of the future PWS hauling and PWS setting work, as well as some possible safety issues of which to be aware.

I also accompanied Warren and Roman to the West loop to get a little familiar with the operations at that location. While walking in and around this area, I noticed a visual indication on a weld in the West jacking frame. Upon closer look at the weld, it appeared to be a crack. I called METS inspector Danny Reyes, and asked him to take a look at the weld. He was also of the opinion that it appeared to be a crack. He notified ABF QC, and they tested the weld by magnetic particle testing (see attached photos). I called Roman to let him know that it does appear to be a crack, and he mentioned that he would print out the shop drawings for the weld in question. General information of the weld in question are listed below:

- It is a butt joint on the North side of the jacking frame.
- It is located 760mm from the top of the jacking frame.
- It starts about 120mm from the edge of the frame (the edge closest to the jacking saddle).
- The main indication is 190mm in length, then there is a gap of 50mm with no indication, then there is another indication 50mm in length.

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Office work:

- I attended the weekly RE update meeting from 08:00 until 08:30. The weekly update for each operation was discussed.
- I continued the review of ABF Submittal 2447R01, "Main Cable Strand (PWS) Erection Plan"

**04-0120F4 Bid Item: 067 C-TPW-PIC.067 Prepare for PWS Installation**

AMERICAN BRIDGE/FLUOR, A JV

**Labor**

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
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Contractor: AMERICAN BRIDGE/FLUOR, A JV



ddrRptbyBidItem

## Daily Diary Report by Bid Item

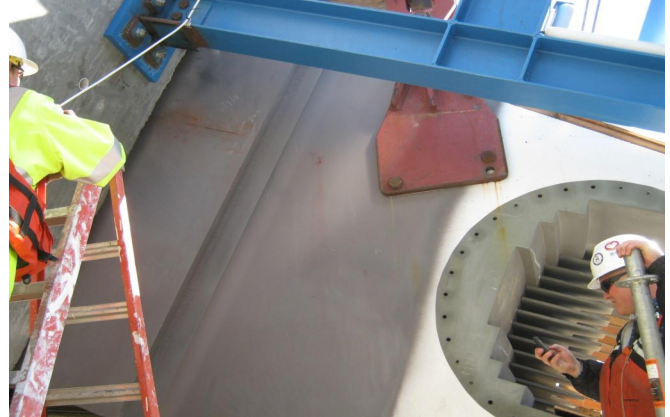
**Job Name:** 04-0120F4    **Inspector Name:** Wright, Doug    **Diary #:** 171    **Date:** 07-Nov-2011    **Monday**

Operator	OTH	NICOLAUS SHAFER	8.00	0.00	0.00	8.00	Favco Crane Operator	<input type="checkbox"/>
Ironworker	APP	AUGIE SOLIS	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	JNM	KEVIN RATCLIFF	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	JNM	CASEY LUX	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	JNM	RICHARD CHOUINARD	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	FOR	ANTHONY COSTA	8.00	0.00	0.00	8.00		<input type="checkbox"/>

### Attachment



Close-up view of the weld indication in the West jacking frame



North side of the West jacking frame with weld indication